Delay in clearance of irrigation projects

198. SHRI KRISHNA KUMAR BIRLA: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the Central Government is contemplating to evolve a new procedure to do away with unwanted delays while clearing irrigation projects;

(b) if so, the details of the new procedure adopted:

(c) whether due to delay in clearing irrigation projects; there is cost escalation of each project; and

(d) if so, by when the new procedure would be implemented and the details of the irrigation projects likely to be cleared during the current financial year?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) and (b) Yes, Sir. The revised guidelines for submission, appraisal and clearance of irrigation and multipurpose projects have been issued to all the State Governments in February, 1990. In these guidelines major part of the technical examination of major projects has been entrusted to the State Governments themselves having Central Design Organisations. In such cases scrutiny of projects in the Central Water Commission shall be completed within 7 months, provided inter-State aspects have been resolved and hydrologic and economic viability of the projects is acceptable. In States where such organisations are not existing, the project reports shall be examined by the Central Water Commission and scrutiny will be completed within 14 months. In case of medium projects these are to be examined in the Regional offices of the Central Water Commission and not at the Central Water Commission's Headquarters in Delhi and then referred to the Advisory Committee for clearance within a period of 7 months.

(c) Increase in cost of the projects is on account of a number of factors like change in the project features, scope of the project, etc. including escalation due to delay.

(d) The new procedure has already become applicable to the new projects proposed by the States. In addition Central Water Commission has been advised to hold joint meetings with the State and Central agencies involved in the formulation and scrutiny of the projects and settle the issues by discussions rather than by prolonged correspondence. The number of projects getting cleared in the financial year will depend upon the speed with which the State Governments will be able to furnish the details required before the acceptance of the project by the appraising agencies at the Centre.

Accident of Gwalior-Bhind passenger train

199. SHRI KRISHNA KUMAR BIRLA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that several persons were killed and many got injured seriously while travelling by 657 Dn. Gwalior-Bhind passenger train near Gwalior on the 10th March, 1991;

(b) if so, what are the details of the train missing;

(c) whether the Railway Protection Force was available at the time of the incident;

(d) whether the Railway Protection Force or any other authorities took any preventive action before passing the train under a railway overbridge; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b) On 10th August, 1991, while 657 Dn. Gwalior-Bhind passenger train was passing under an overbridge between Gwalior and Gwalaka Mandir, passengers travelling on the roofs of the coaches hit aganist the girder of the bridge resulting in the death of 4 persons, grievous injury to 10 and simple injury to 22 persons.

(c) No, Sir.

(d) and (e) Before starting the train ex-Gwalior, some passengers sitting on